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SAS/O/OSA: [REDACTED] (12 October 1973)

Distribution:

- 1 - D/CRP
- 2 - D/CRP
- 3 - D/CRP
- 4 - DDS&T Reg
- 5 - D/SA
- 6 - SAS/O/OSA
- 7 - D/O/OSA
- 8 - IDEA/O/OSA
- 9 - INTEL/O/OSA
- 10 - D/M/OSA
- 11 - AMS/OSA
- 12 - RB/OSA

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IDEALIST

OPERATIONAL SUMMARY AND STATUS

(1 July 1973 - 30 September 1973)

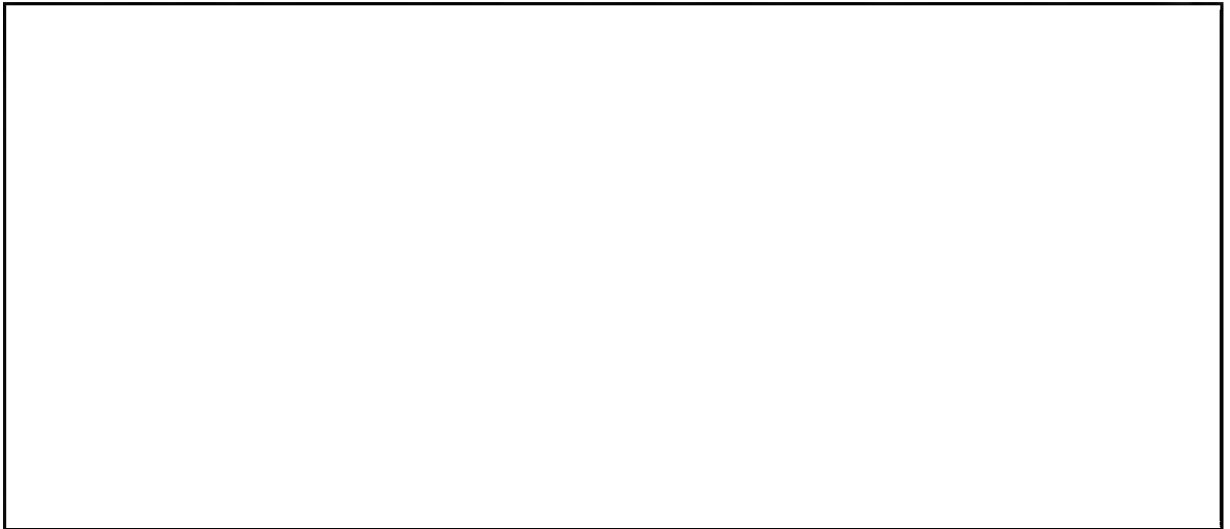
I. OPERATIONAL MISSION SUMMARY

A. Nine IDEALIST TACKLE operational missions were alerted during this period.

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All missions were planned to be flown no closer than 25 nautical miles to the China mainland coast. The following is a summary of the missions flown:

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3. Mission C283C was flown along the south China coast and Hainan Island. The mission was flown to collect information utilizing the "H" camera configuration. The pilot reported the weather to be worse than forecast and estimated 60 percent mission success. The Hainan and Fort Bayard areas were obscured by clouds. Twenty-seven of 86 programmed and five bonus non-COMIREX targets were photographed.

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4. Mission C303C was flown [redacted] north of Shanghai along the north central China coast. This mission was designed to collect [redacted] information utilizing the "H" camera configuration. The mission was flown as briefed with no unusual activities or sightings reported. Weather was reported as briefed with 40 percent mission success. Sixty-seven of 100 programmed targets, seven bonus COMIREX targets, and 14 bonus non-COMIREX targets were photographed. [redacted]

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B. One mission was flown [redacted] to obtain standoff photography of coastal North Vietnam with the "H" camera configuration. This mission was planned to approach no closer than 12 nautical miles from the North Vietnam mainland or offshore islands.

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Mission S033E was flown [redacted] and provided the best peripheral coverage to date of the Vietnamese coastal areas. Coverage was obtained from northern Quang Tri province in South Vietnam to the Don Son peninsula in North Vietnam. The mission provided new or updated information on land and waterborne logistics routes, logistics support facilities, transshipment points and storage areas, SA-2 deployment, status of military barracks and airfields, and a limited amount of new ground order of battle information. The mission was flown as briefed with no unusual activities or sightings reported. [redacted]

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II. [redacted] GENERAL

A. [redacted] RED DOT - One sortie was flown in support of continuing film test.

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[redacted]

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25X1 C. ☐ B-3 Lens Test - Nine sorties were flown in support of the modified "B" configuration.

25X1 D. ☐ "H" Lens Test - Five sorties were flown to test the mirror and lens installations.

25X1 E. ☐ IRIS Hatch - Two sorties were flown to test fore and aft photography comparison.

25X1 F. ☐ - Three sorties were flown to provide photography in support of this test program.

25X1 G. ☐ COMPASS TRIP - Five sorties were flown over the poppy field test sites.

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III. PILOT AND AIRCRAFT STATUS (AS OF 30 SEPTEMBER 1973)

A. Detachment "G" (Edwards AFB - North Base)

Aircraft 2 U-2R

Pilots

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B. Detachment "H"

Aircraft

Pilots

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IDEALIST

DEVELOPMENT SUMMARY AND PROGRESS

(1 July 1973 - 30 September 1973)

I. AIRFRAME

A. J-75P13B Engine Improvement

1. First and Third Stage Turbine Blades

a. The feasibility of extending engine Hot Section Inspection (HSI) and Time Between Overhaul (TBO), as a result of improved first and third stage turbine blades, was indicated during the routine overhaul of the first of three engines in this test program.

b. Evaluation of first stage turbine blades at approximately 700 hours and third stage blades at 1400 hours produced highly satisfactory results.

(1) First stage blades were totally free of leading edge cracks, were in very good condition, and no blades required replacement. The earlier blade had a replacement factor of up to 60 percent for cracks.

(2) Third stage blades were found in good condition and no replacement blades were required.

2. Constant Speed Drive (CSD) Modification

a. Three CSD units have been delivered to the contractor for use in a feasibility test program designed to obtain a CSD/Main AC generator system that will stay on line for low engine RPM used during final approach.

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b. The CSDs will be reworked to permit incorporation of a new fixed wobbler prior to laboratory feasibility testing scheduled for December 1973.

B. U-2R Flight Test and Operational Training Summary

1. IDEALIST Program accomplishments in U-2R aircraft since introduction include 11,863.7 hours on 3664 sorties as of 30 September 1973.

2. Flight test and operational data are depicted below:

	<u>1 JUL-30 SEP</u> <u>FLIGHTS</u>	<u>1 JUL-30 SEP</u> <u>TIME</u>
1 - 051	46	125.0
2 - 053	48	132.3
3 - 054	50	152.1
4 - 055	<u>44</u>	<u>183.7</u>
TOTAL	188	593.1

II. PAYLOAD

A. "H" Camera

1. During August the decision was made to remove the mirror from Detachment "H" configuration Serial Number 003 and install it in the thermally modified configuration Serial Number 002, located at the contractor's facility.

2. After five satisfactory test flights conducted between 27 and 31 August, Serial Number 002 was deployed to Detachment "H" on 4 September. Following continued flight testing, the configuration was declared Operationally Ready on 14 September 1973.

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3. Serial Number 003 was then returned to the contractor's facility on 6 September for thermal modification and installation of a new mirror. This configuration is scheduled to enter flight testing early in November 1973.

B. "H" Hatch Pressure Test

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1. On 19 July 1973, [ ] consulted with [ ] of the [ ] in an attempt to define the cause of the ghost image anomaly evidenced on some photographic products. As a result of this consultation, the effects of air density across the hatch windows became a candidate for serious consideration.

2. Lockheed developed a method for instrumenting the "H" hatch to measure this environmental effect, and two flight tests were conducted to acquire operational data. This data is currently being evaluated by [ ]

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C. "B" Cameras

1. Serial Number 229 was returned to the contractor's plant on 13 July 1973 because its performance did not meet contract specifications. Contractor evaluation indicated that platen recontouring would be necessary to bring the configuration up to customer requirements. Recontouring is being accomplished, and Serial Number 229 is scheduled to reenter flight testing late in October 1973.

2. Serial Number 230 experienced accidental dropping while being loaded into the Q Bay and was returned to the contractor's facility on 24 July for repair. Repair work was completed and the configuration resumed flight testing on 21 September 1973.

D. [ ] Camera - This configuration entered the contractor's plant as scheduled on 14 August for installation of a second f/3.5 apochromatic lens and variable slit modification to the scan heads. The unit is scheduled to be redelivered to Detachment "G" during January 1974.

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V. AERO MEDICAL AND LIFE SUPPORT ACTIVITIES

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B. Life Support Activities

1. S1010 Parachute Retainer Strap - The retainer strap used to insure that the main riser of the RQ-225 parachute remains properly positioned on the shoulder will be lengthened one inch on all S1010 full pressure suits. This action follows successful completion of test parachute drops conducted in September 1973

2. Automatic Seat Kit - The terrain radar sensing device feasibility study has been successfully completed. Helicopter test flights using a breadboard model were accomplished in September 1973. Live parachute drop tests are scheduled to begin the week of 15 October 1973 in Buffalo, N.Y.

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3. S1010 Pilot Protective Assembly (PPA) Flotation Development - A flyable prototype flotation assembly for subject #434 was evaluated at Detachment "G" on 21 September 1973. Based on the successful results of this cockpit study, the new flotation will be test flown during the next quarter. If successful, an additional 20 pounds of buoyancy will be provided the pilot to assist him, if necessary, in surviving in a rough sea condition.

4. Contractor Briefing -

the contractor for all of the S1010 PPA hardware, conducted a management briefing for the SENIOR YEAR contracts personnel at Warner Robins AFB, Georgia, on 25 September 1973. Purpose of this briefing was to explain and review management changes within during the past five years. Headquarters was represented by AMS/OSA, and CMD/OSA.

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5. Shark Deterrent Screen - The shark deterrent screen (shark bag) developed by Dr. C. Scott Johnson of the Naval Undersea Warfare Center, San Diego, California, appears to be a more reliable method of providing shark protection to a downed pilot than the existing chemical shark chaser. Cost estimates have been requested from the prime contractor of the full pressure suit, the David Clark Company, to fabricate a small number of bags.

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will also be approached for a price estimate on the same item.

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has been instrumental in the past in successfully vacuum packaging otherwise rather large and bulky items such as the jungle hammock for inclusion in the U-2R survival seat kit.

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C. Training Activities

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2. [ ] Life Support Conference - The semiannual Life Support Conference was held at Brooks AFB, San Antonio, Texas, on 15 - 16 August 1973. [ ] of AMS/OSA, attended this meeting.

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3. [ ] Dilbert Dunker Training - [ ] AMS/OSA, conducted the Dilbert Dunker training exercise at Miramar NAS, San Diego, California, from 17 - 19 September 1973 for all IDEALIST pilots. [ ] Detachment "G" Commander, and [ ] Detachment "G" Flight Surgeon, also participated in the exercise.

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